

ABSTRACT OF THE DISCLOSURE

The common rail fuel injection control device in accordance with the present invention computes a base duty (A) equivalent to a base target opening degree of a metering valve and a correction coefficient (B) based on the engine operation state, adds the value obtained by multiplying an oscillation duty (C) which oscillates periodically by the correction coefficient (B) to the base duty (A), and determines the final duty (D) equivalent to a final target opening degree of the metering valve.